

considered these cited references. It is respectfully requested that the Examiner completely initial and return the PTO-1449 to Applicants' representative listed below. For the convenience of the Examiner, a copy of the PTO-1449 and the date-stamped receipt of the submission are attached.

Claims 12-25 are directed to a non-elected invention, and thus canceled without prejudice to or disclaimer of the subject matter contained therein. However, Applicants reserve the right to file a divisional application directed to these claims at a later date if they so desire.

Applicants appreciate the courtesies shown to Applicants' attorney by Examiners Graham and King during the September 6 personal interview. Applicants' separate record of the substance of the interview is incorporated into the following remarks.

Applicants also gratefully acknowledge that claim 9 contains allowable subject matter. For the reasons discussed below, Applicants respectfully submit that all pending claims are allowable.

The Office Action rejects claims 1-7 and 10-11 under 35 U.S.C. §103(a) as being unpatentable over Jonner et al. (hereinafter "Jonner"), WO 98/28174 in view of Schramm et al. (hereinafter "Schramm"), U.S. Patent No. 5,752,748 and claims 1, 4-8 and 10-11 are rejected under 35 U.S.C. §103(a) as being unpatentable over Poertzgen et al. (hereinafter "Poertzgen"), U.S. Patent No. 5,979,999. The rejections are respectfully traversed.

As discussed during the personal interview, Applicants respectfully submit that the combination of Jonner and Schramm and Poertzgen alone fails to disclose or suggest a brake fluid pressure control device comprising a controller, a fluid pressure control unit that operates in accordance with a control signal supplied from the controller and having a plurality of fluid pressure control valves capable of controlling fluid pressures in a plurality of brakes to inhibit rotation of a plurality of wheels, a plurality of signal lines that connect the fluid pressure control valves to the controller, wherein the plurality of signal lines are divided

into a plurality of signal line groups, the signal lines of a first one of the signal line groups are connected between the controller and the fluid pressure control unit by a first connector, and the signal lines of a second one of the signal line groups are connected between the controller and the fluid pressure control unit by a second connector and the controller is directly connected to, at least, the first connector and the second connector for connecting the plurality of signal lines divided into a plurality of signal line groups, such that the controller outputs the signal lines of the first one of the signal line groups independently from the signal lines of the second one of the signal line groups as similarly recited in claim 10.

Page 3 of the Office Action states that Jonner fails to disclose the features of the controller recited in claims 1 and 10. However, page 3 of the Office Action states that Schramm overcomes the deficiencies of Jonner with regard to the features of Applicants' claims. Applicants respectfully disagree.

As discussed during the personal interview, Schramm appears to disclose brake modules (2a) and (2b) which are separate modules that are connected via a serial bus system (3) to the controller (1) (col. 1, lines 29-41) (Figure 1). In Schramm, if the serial bus (3) falls into an abnormally connected condition, the controller becomes unable to transmit the control signal to the units (2a) and (2b) (col. 2, line 65-col. 3, line 2) and therefore, the brake pressure is regulated by means of unit 2a (col. 3, line 1).

Nowhere in Schramm is it disclosed or suggested that the controller be directly connected to, at least, the first connector and the second connector for connecting the plurality of signal lines divided into a plurality of signal line groups, such that the controller outputs the signal lines of the first one of the signal line groups independently from the signal lines of the second one of the signal line groups as recited in Applicants' claim 1 and as similarly recited in claim 10.

In addition, it is submitted that Poertzgen also fails to disclose or suggest all the features of claims 1 and 10. While Poertzgen appears to disclose that each control valve is

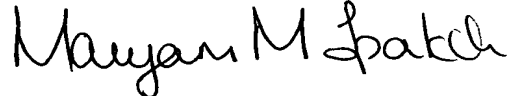
connected to an ECU by a signal line, it fails to teach, disclose or suggest a plurality of signal lines wherein "the plurality of signal lines are divided into a plurality of signal line groups."

For at least the reasons discussed above, Applicants submit the combination of Jonner and Schramm and Poertzgen alone fails to disclose or suggest all the features of claims 1 and 10 as well as all the features of claims 2-8 and 11, which depend from claims 1 and 10, respectively. It is respectfully requested that the rejections be withdrawn.

In view of the foregoing, reconsideration of the application is requested. It is submitted that the claims as presented herein patentably distinguish over the applied references. Accordingly, allowance of claims 1-11 and 26 is respectfully solicited.

Should the Examiner believe that anything further would be desirable in order to place this application in better condition for allowance, the Examiner is invited to contact Applicants' undersigned attorney at the telephone number set forth below.

Respectfully submitted,



James A. Oliff
Registration No. 27,075

Maryam M. Ipakchi
Registration No. 51,835

JAO:MMI/ccs

Attachments:

Appendix
Petition for Extension of Time
January 29, 2001 PTO-1449 and PTO date-stamped receipt

Date: September 19, 2002

OLIFF & BERRIDGE, PLC
P.O. Box 19928
Alexandria, Virginia 22320
Telephone: (703) 836-6400

DEPOSIT ACCOUNT USE AUTHORIZATION Please grant any extension necessary for entry; Charge any fee due to our Deposit Account No. 15-0461
--